



THE MUNSON COMPANY,

LA PORTE, INDIANA, U. S. A.

Manufacturers

...of...

Automobiles

...for...

All Purposes.

The Horseless Vehicle is a Commercial Success.

THE MUNSON Co.,

LA PORTE, IND., U. S. A.

WILLIAM NILES, President.

DR. C. S. FAHNESTOCK, Secretary and Treasurer.

MEINRAD RUMELY, Vice President.

W. H. PHELPS, Superintendent.



DIRECTORS.

WM. NILES, of Niles & Scott Co.

MARTIN WEBER, of Lorig & Weber.

MEINRAD RUMELY, of M. Rumely Co.

C. S. FAHNESTOCK, M. D.,

Physician and Surgeon.

GEO. L. McLANE, of G. L. McLane & Co., Grain Dealers, Battle Creek, Michigan,
and Fredrickson & McLane, LaPorte, Indiana.



The Munson Company,

La Porte, Ind.

Makers of



Automobiles
Adapted to..
All Uses.....



THE FIRST FACTORY OF
THE MUNSON COMPANY LA PORTE. IND.



AFTER years of study and experiment the fact is demonstrated that we have found and applied the "MISSING LINK." It is in

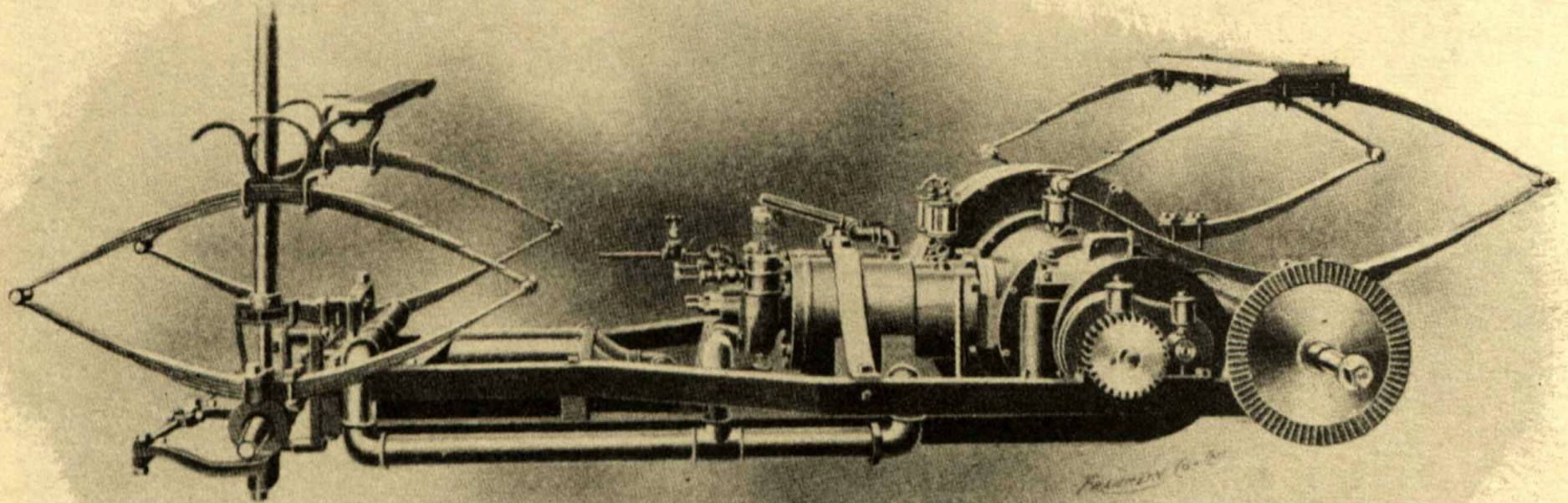
THE SELF-CONTAINED MOTOR VEHICLE,

Which is INDEPENDENT OF POWER HOUSES, thus differing from the electrical vehicle, and free from the annoying STARTING DEVICES, which must be used on straight gasoline motors.

THE MUNSON COMPANY

Manufactures all parts of the Motorcycle, excepting wood-work and rubber tires. No better material can be used, or mechanical work produced.

Any type or form of body desired can be fitted to the running gears of our horseless vehicles.



TWELVE-HORSE POWER CONSTRUCTION.

Four Speeds— $1\frac{1}{2}$, $2\frac{1}{2}$, $7\frac{1}{2}$, 10 miles per hour. Suitable for general purposes. For heavy drays, trucks and large delivery wagons any desired horse-power can be furnished.

All machinery liable to damage is encased in damp and dust proof iron, brass or aluminum coverings.

THE MUNSON COMPANY, LA PORTE, IND.

Engines.

The Explosion Engines are made in two or four cylinder types.

Motors.

The Dynamo and Engines are slow speed power motors, ranging from 250 to 550 revolutions per minute.

Machinery.

All machinery is easy of access for inspection and repairs.

Fuel.

Ten gallons of gasoline, with the CONSTANTLY CHARGED STORAGE BATTERIES, will furnish power to propel the vehicle 100 miles or more over the ordinary, well-traveled, country roads at the rate of five to fifteen miles per hour, according to the conditions and gradients of the roads.

Odor.

There is less ODOR from THE MUNSON make of vehicles than from any make of straight gasoline motor, as the mixture is more uniform, on account of the unvarying revolutions of the engines.

Automatic.

It is the only known automatic, independent motor vehicle.

It combines all the good points of both the electric and gasoline motors, and does away with their objectionable features.

Overloading the gasoline engine does not cause delay, as the power from the electric machine assists the engine when taxed beyond its normal speed.

The usual sprocket wheels, chains and belts are not required, as with the ordinary gasoline motor, and but one shaft is used. Complications and annoyances are thus avoided.

The starting and stopping are done while the driver is in his seat, and no manual starting apparatus is required.

The electric machine automatically supplies the extra power required when bad roads or hills are encountered.

It gives a steady power.

The power is transmitted to the rear axle through two gears, the speed of which is controlled by a simple variable clutch.

The electric machine, which is shunt wound, is of the external armature type, and is directly connected to the gasoline engine on the same shaft.

The electric machine operates automatically, and is either a generator or a motor, according to the speed of the engine.

The armature, or revolving part of the electric machine, is the fly wheel of the engine. The regular balance wheel is dispensed with.

The electric machine is also the governor of the engine, and is connected with the storage battery through the intermediary of the controller.



DELIVERY WAGONS OF ANY DESIGN.

Four Speeds— $1\frac{1}{2}$, $2\frac{1}{2}$, $7\frac{1}{2}$, 10 miles per hour. Horse power, 12 to 15. Weight, complete, 3,000 to 3,500 pounds.
Hauling capacity, 3,000 pounds.

THE MUNSON COMPANY, LA PORTE, IND.

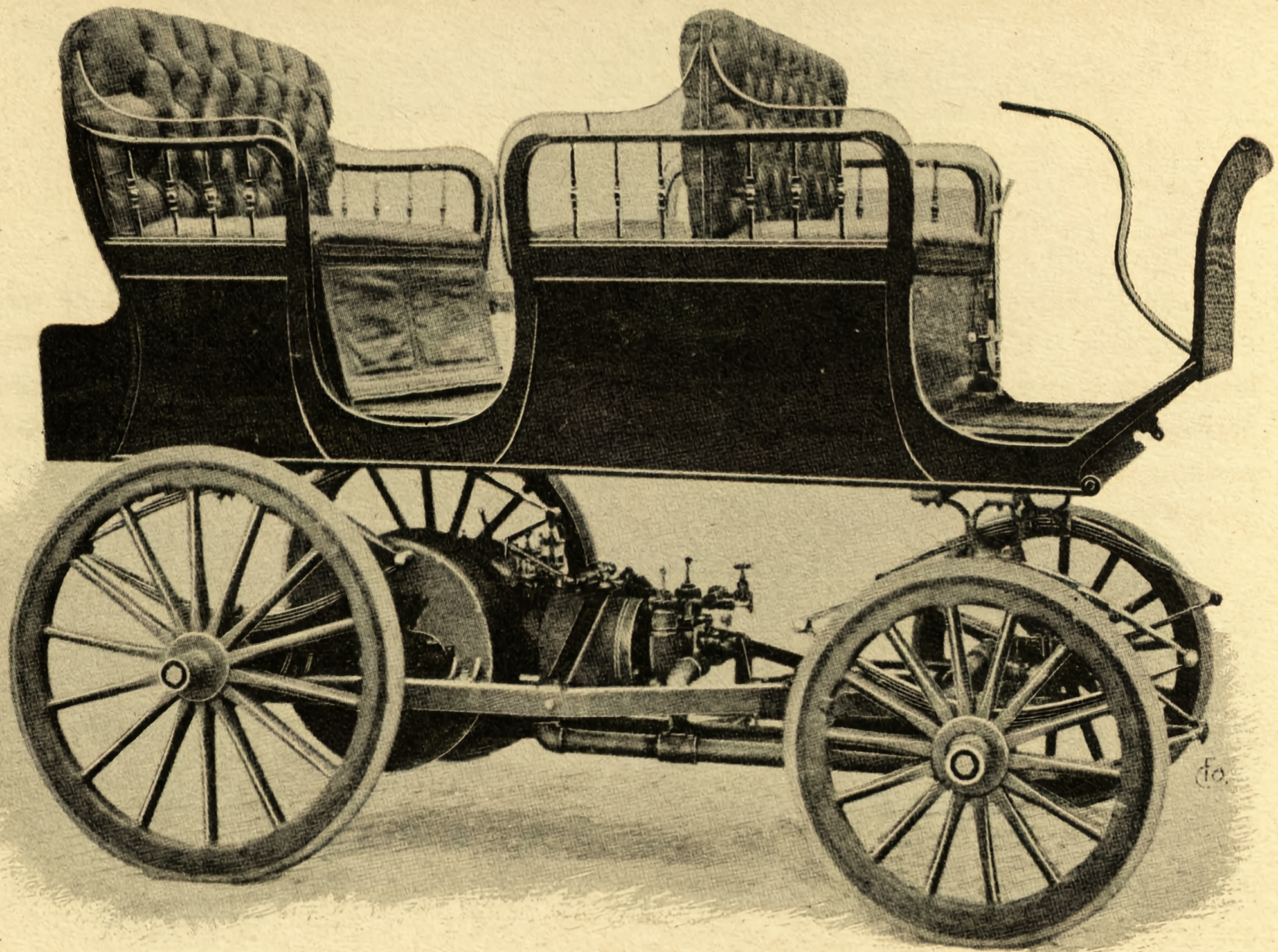
Operation.

The machinery is started by moving the controller lever, located in front of the driver's seat. It sends a current from the storage battery through the electric machine and starts the vehicle. The gasoline engine immediately begins to explode and reverses the current through the motor, that is to say, the motor then becomes a generator, and sends a charging current into the storage battery. NO SECONDARY BATTERY, CELL OR DYNAMO IS USED FOR SPARKING PURPOSES.

A hand lever in front of the driver operates the friction clutches, which throw the machinery in gear with the driving axle of the vehicle.

A double gear is provided, with high speed for good roads and slow speed for hill climbing or very heavy roads. The ordinary regulation of the speed is effected by the controller.

The controller cuts off the electricity from the igniting device of the engine, and the starting and stopping of both engine and electric machine are simultaneous.



PASSENGER VEHICLES OF ANY KIND.

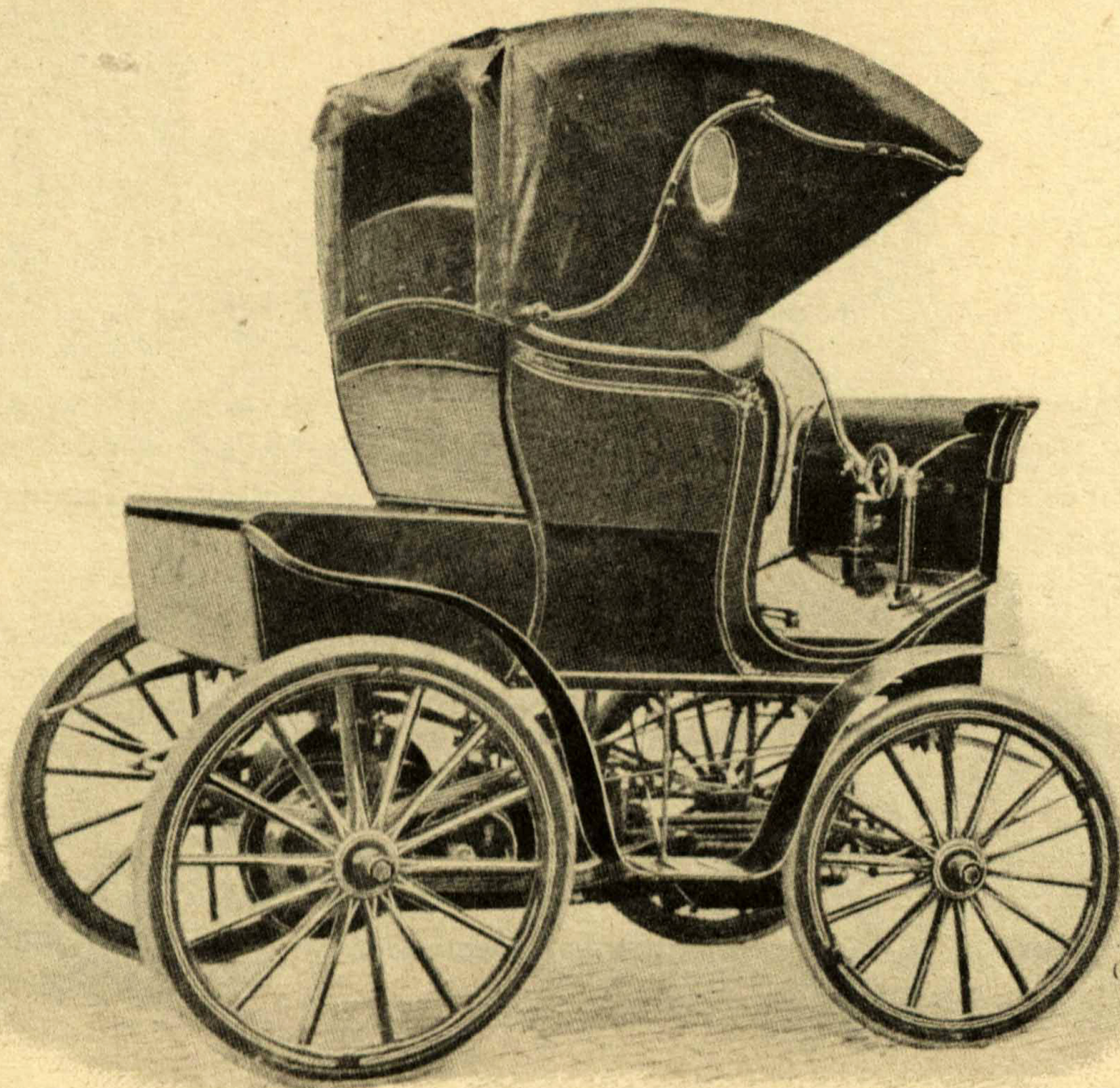
Maximum power, 12 H. P. Four Speeds, 2, 3, 8, 12 miles per hour. Weight, 2,500 to 3,000. Ample luggage room.

THE MUNSON COMPANY, LA PORTE, IND.

What Thomas A. Edison says.

"I believe in ten years a horse will be a rare sight. The automobile carriage is here to stay. It is now practicable, and will soon be cheap enough for general use. Gasoline will be the motive power, for it is more economical and a large supply of it can be carried. Electric storage batteries are too heavy, and besides they are not practicable."

The straight electric automobile is an ideal vehicle, but as the traveling distance is limited by the capacity of the storage battery and cannot be relied upon for more than thirty miles under the most favorable conditions, without recharging at a power house, it is not practicable for country travel or in isolated city districts. On rough, heavy and wet roads, or fairly steep grades, it is rare that over eighteen miles can be covered with one charge of the storage battery. The cost of maintaining the straight electric storage battery vehicle is excessive, due to the rapid deterioration of the battery from constant charging and discharging.



BUGGIES OF ANY DESCRIPTION.

Weight, 2,000 pounds. Horse power, 7. Four Speeds, 2, 4, 8, 16 miles per hour. Ample luggage room.

THE MUNSON COMPANY, LA PORTE, IND.

Compare with the ordinary Electric, Gasoline or other Motor Systems.

1. The Munson System is independent of all power houses.
2. It requires three hours to charge the batteries of an electric vehicle, while our batteries are always supplied with power.
3. The vehicles are of much lighter weight than the electric for the same hauling and hill climbing capacity.
4. The cost of operating is cheaper.
5. The method of starting and stopping equals, in convenience, that of any make.
6. The storage battery required is one-half lighter in weight, and as it is almost constantly charged, will outlast the battery used in any other system.

7. The electric machine and engines are slow speed motors, hence there is less wear and tear of machinery than with other motor vehicles.

8. The speed does not vary going up grade, nor is the brake required (yet each vehicle is furnished with one) when running down hill, as the motor controls the speed perfectly.

9. Any design, construction or finish of body can be made to suit the purchaser's taste.

10. The best obtainable material is used throughout.

PATENTS APPLIED FOR.

THE MUNSON COMPANY,

LA PORTE, IND.



WRITE for price on any kind of vehicle, stating the style of body desired, the character of roads to be traveled, the grade and length of hills to be climbed and for what use the automobile is required.

Address

THE MUNSON COMPANY,

Terms given with estimate

La Porte, Ind., U. S. A.



A HORSELESS CARRIAGE—NOT THE MUNSON MAKE.

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XAMINE THIS CATALOGUE
CAREFULLY TO FIND AN
HORSELESS VEHICLE . . .
THAT WILL GO.